

Civil Aviation News

23,200,000; an average of more than five transatlantic crossings per day was maintained. American Overseas Airlines claim to have carried more total passenger traffic than any other North Atlantic air carrier during the year.

Air France will begin a regular non-stop service between London and the French Riviera on June 15th. The decision to open this service was influenced by the anticipated lifting of the currency ban on foreign travel. The daily flight will take only three hours to Nice in the 33-seater Languedoc, and passengers for Cannes and Monte Carlo will complete the journey by road in Air France transport.

The first exclusively Abyssinian-owned and managed airline has been started at Addis Ababa by the Duke of Harar, the second son of the Emperor Haile Selassie, himself a pilot. The new airline, which has foreign aircrew, provides non-scheduled services to fill the gaps in existing regular air services operated by British, Belgian, French and Swedish companies which provide only weekly or fortnightly flights. Another Abyssinian airline, Ethiopian Airlines, Incorporated, is run on a partnership basis with the help of an American company.

After being in constant use and giving excellent service since they were acquired by B.O.A.C. in 1941, the three Boeing 314A flying boats *Bristol*, *Berwick* and *Bangor* have been withdrawn from service. During the last two years they have been operating between Bermuda and Baltimore and have in this period completed 682 trips, carrying 24,412 passengers. They

have flown a combined total of 29,100 hours and 4,238,876 miles during their six and a half years with B.O.A.C.

Instone Travel Services, Ltd., of 49, Leadenhall Street, E.C.3, have arranged a special window display at their offices, in conjunction with B.E.A. This display contrasts the Vickers-Vimy aircraft, as used by Instone Air Lines in the years following the 1914-1918 war, with the Vickers Vikings in use to-day by B.E.A. The Instone Air Line was, of course, amongst those companies which amalgamated to form Imperial Airways, Ltd.

Commander Kenneth Kemble, R.N.V.R., Secretary of International Aeradio, Ltd., since the formation of the company a year ago, is now to devote his full time to commercial development and liaison overseas. Commander Kemble, who has travelled extensively on the company's business, took part in the negotiations resulting in contracts in Greece, Siam, Burma, and has attended preliminary conversations with aviation interests in India and Pakistan. The new Secretary of International Aeradio, Ltd., is Mr. Bernard G. Riches, who joined the company from Amalgamated Press.

Conferences between the Australian Civil Aviation Department and the Commonwealth Department of Liquid Fuel have been held with a view to "rationalizing" aviation services to conserve fuel. Though no official disclosures of their decisions have been made it is assumed that the plan may be for competing airlines to operate routes alternately on the basis of service now being flown. If it is decided to reduce the petrol available for aviation it is likely that the Civil Aviation Department will be given control in implementing the cuts, which may be of the order of 10 per cent of present consumption.

THE S.I.P.A. S/90

A NEW light aircraft, the S/90, of wooden construction with a side-by-side seating and dual control, has been designed by the Société Industrielle pour l'Aéronautique for the private owner and for flying training. It is powered by a Mathis horizontally opposed four-cylinder engine of 75 h.p. The enclosed cockpit is fitted with side panels, hinged on each side of the windscreen, which can be swung forward to allow easy entrance and exit. The whole enclosure can be jettisoned in case of emergency. Behind the seats is a luggage locker capable of accommodating two small suitcases.

With maximum cruising power of 68 h.p. at 2,500 r.p.m. a speed of 104 m.p.h. is claimed, while at full power, 75 h.p. at 2,590 r.p.m., 123 m.p.h. can

be achieved. The total weight of the machine is 1,437 lb and the range is about 310 miles. A second prototype, the S/91, with a slightly improved performance, has been built incorporating a Continental horizontally opposed four-cylinder engine of 85 h.p.



FROM THE CLUBS

THE committee of the Fair Oaks Aero Club have announced a winter rate of £3 per hour for dual or solo flying.

Membership of the Midland Aero Club continues to increase and now totals 360. Flying has been restricted owing to bad weather at Elmdon and two aircraft are unserviceable whilst their Certificates of Airworthiness are being renewed. Dances and parties in November and over the Christmas season were very successful. The Airport Hotel is now open, and with its catering facilities and accommodation is proving a great asset to the club.

Cowes Aero Club is preparing for what will, it is hoped, be an even more successful season than last year. The club looks forward to the erection in the near future of new buildings, comprising additional catering facilities, billiards and games rooms. Membership has shown a very encouraging increase during the winter months and all the social activities have been well patronized; it is planned to hold a full-scale Ball in February. Even closer liaison with other clubs is anticipated and, as soon as the weather becomes more reliable, dawn patrols and co-operational club flying will be arranged. The secretary is now Mr. Peter Rankins.

On February 27th at 1730 hours the British Gliding Association, Ltd., will hold their annual general meeting at London-derry House, Park Lane. The provisional agenda includes the

appointment of the chairman, honorary officers and council for 1948, a report on the position with regard to aircraft, equipment, expansion and activities of the Association in 1947, and also a report on the preliminary arrangements for the British entry in the 1948 International Gliding Competitions. Clubs are requested to forward any matters they wish to be discussed, not later than February 14th, in order that the final agenda may be prepared and circulated.

Mr. F. Martin, secretary of the Coventry Aeroplane Club has received replies to the letter sent to Coventry's two M.P.s asking for their support for private flying. Mr. Maurice Edelman, M.P. for Coventry West, received from the Minister of Civil Aviation a reply in which he stated that he was not in a position at present to say anything about government assistance for flying clubs. He did state, however, that his interest in flying clubs had not abated and that he was most anxious to do whatever he could to help them. Mr. G. S. Lindgren, Parliamentary Secretary to the Ministry of Civil Aviation, who was acquainted with the Coventry club's appeal by Mr. R. Crossman, M.P. for Coventry East, wrote stating that the light aeroplane movement was regarded as having considerable long-term value to British civil aviation. However, in the light of present circumstances he felt that very strong arguments would be needed to justify the expenditure of considerable sums of public money for the purpose of a subsidy for flying clubs.